

are continuing to drop away right and left.

While the first steps toward a settlement were being taken in New Jersey, fifteen in the Long Island service were tied up in the steam traffic on the Hudson river. The strikers sent delegates across the river to the Grandview Hall meeting in Jersey City.

Six yardmasters employed by the New York, New Haven & Hartford lines have quit work since Monday afternoon. Two yardmasters from Oak Point quit Monday and another pair left their jobs yesterday, joining two other yardmasters from Mott Haven, who also left work yesterday morning. Each yard normally employs six yardmasters. Railroad officials have called for extra police protection for the Bronx yards.

Two thousand additional employees of the Pennsylvania Railroad, at Trenton, N. J., joined the ranks of the strikers yesterday. Among the men involved in this latest walk-out are 1,500 employees of the repair shops. In the Trenton section more than 3,000 Pennsylvania employees are out.

Machinists Make Threats
A fresh strike threat came from two locals of the International Machinists' Union yesterday. The men of Locals 1073 and 479 called meetings to discuss the advisability of striking for more pay and shorter hours. These men operate every power plant of the Pennsylvania system in New York, and a strike would leave the various depots and offices without light or power.

Such a walk-out would also affect the General Postoffice building. The men who are now getting 72 cents an hour for a forty-eight-hour week, want 90 cents an hour for a forty-hour week. The helpers are considering a demand for an increase from 40 to 67 cents an hour, with a similar time reduction.

Officials of the Big Four brotherhoods sent out further statements yesterday condemning the strike as unauthorized and illegal. Warren E. Stone, of the Engineers' Brotherhood, wired from Cleveland that there was no truth in the story that the strike had the secret approval of the brotherhood heads and said statements were made by W. S. Carter, of the firemen; L. E. Sheppard, of the conductors; and C. E. Masser, of the trainmen.

In some cases the train service in New York and vicinity was improved. The New Haven restored its through Boston trains and ran a makeshift commuter service, with the aid of the New York Central and New York, Westchester & Boston, got all of its Westchester patrons into New York and got them back again with an irregular schedule.

Officials of the New Haven were reluctant to give out any information concerning their train service, and volunteered no information which might give the public an idea of what they could expect to-day.

Fast Trains as Locals
The Pennsylvania ran a few more through trains yesterday than the day before, improving its commutation service by forcing all through trains to stop at local stations. This is proving a great hardship on passengers traveling to such distances as Washington, Pittsburgh, Cleveland and other Western points. The trains to Philadelphia were running about every two hours, but this schedule began to give way as the day wore on.

The walk-out of additional yardmen at Trenton yesterday has cut the train service through that city in half and completely eliminated all freight traffic. As a result, the people of Trenton are facing a food and fuel shortage. For only a few days, many big industries in the city will be forced to close down for lack of coal and raw materials.

With the return of the men in its yards at Syracuse the New York Central reported yesterday that its service was practically normal and that it intended to keep the service intact, barring unforeseen events. This line is bringing in more and more food products, consisting mainly of meat and fresh vegetables. The total of imports, however, together with the arrivals on all the other lines, comprises only about 5 per cent of the normal freight received in New York.

Lackawanna Starts Local
The Lackawanna sent out its first local train since the strike. It left for Morristown at 5 o'clock. There were only a few through trains run over this system, and these never on schedule time. The Erie is providing a good through service west of Port Jervis, but its commutation trains are few and far between. The scene, however, is being partly restored with the aid of citizen crews, which are beginning to spring up like mushrooms all along the line.

The Baltimore & Ohio service out of the Pennsylvania Station was so irregular yesterday that no definite information could be obtained as to what trains were running or when. The same was true of the Lehigh Valley. The West Shore, however, was providing a fairly good schedule, with trains generally delayed. There were some freight movements on this line also.

The Jersey Central probably was the most demoralized of all the lines that were offering any transportation facilities at all. Some trains were running during the rush hours in the morning and a few took those that came in the morning back at night.

No effort, however, was made to keep these trains running on any regular schedule, and when the crowds appeared during the late afternoon and filled the cars they were run off. The passengers, however, were far less in

number than on the previous day, many of the commuters apparently obtaining accommodations in the city.

Staten Island Hit Hard

Probably no community has been harder hit than Staten Island. After several days' vacillation the trainmen on the three lines of the B. & O. there decided their last train at 9:30 a. m. The only other lines of communication on the island are two lines of trolley cars, which do not run parallel with the railroads and are far from the residents served by the B. & O. lines.

An attempt on the part of citizen volunteers to man one of the trains during the morning resulted in running the train off the track. Patrolman Joseph Lavin, one of the passengers on the train, was attacked by agitators as the train drew into the Elm Park Station, where Lavin says several pistol shots were fired into the train. Only about 5,000 of the 25,000 who usually travel to New York were able to get to the ferries yesterday and the return was even more difficult.

The bus service established by the city there proved entirely inadequate and crowds of persons that landed at St. George from New York at 5 p. m. were still hanging around at 11 p. m. waiting for some sort of vehicle to take them home.

Food Situation Critical

The food situation, too, is becoming critical here. Milk arrived at Staten Island six hours late and no provision had been made to supply it at all today. Only one mail train ran yesterday. It was stated that no effort was being made by officials of the lines to obtain workers to replace the strikers, and that a very serious situation existed for the trains would resume service either to-day or to-morrow.

In connection with the delay of mail on the island, the various newspapers today that postoffice inspectors had been to Port Jervis to investigate the hold-up of the Chicago and other express trains that carried mail.

It is understood the inspectors served subpoenas on several persons, calling for their appearance to-day at the office of Assistant United States District Attorney Ben J. Matthews. Matthews found any evidence that would indicate criminal obstruction of the mails, he will present it to the Federal grand jury.

Because of transit congestion due to the strike, the local immigration bureau at Ellis Island issued instructions yesterday that hereafter all immigrants will be examined aboard ship and on the pier alongside which the steamships bringing them here are moored.

Examinations of this sort were made during the war, when the immigrant traffic was light and Ellis Island was being used for other purposes.

All examinations were made at the steamship piers yesterday and only such immigrants were held for further examination before boards of special inquiry were taken to the island.

It was explained that this was the only manner in which the immigration officials could meet the demand caused by the transit strike. The island is capable of caring for 5,000 aliens daily, but would be taxed beyond its limit for accommodations if all immigrants were taken there from the incoming steamships.

The investigation to be started by Public Service Commissioner Nixon is in accordance with recent provisions of sections 45 and 48 of the Public Service Commission law, which provides for inquiries by the commission into the service and facilities of common carriers.

Commissioner Nixon was enabled to take steps last year which led to the conclusion of the Interborough B. R. T. and the New York, Westchester & Boston strikes. Hearings held at the time of these strikes led to negotiations that ended in settlements.

May Use Volunteers

In a statement issued last night Mr. Mantel, spokesman for the various railroad managers, pointed out that the railroads were being flooded with applications by volunteers for a chance to be of service on some "indignation special."

The situation, however, he says, is not at present one that requires the general acceptance of these offers, but adds that if within forty-eight hours the situation has not been materially improved the railroads may take advantage of the thousands of proffered assistance.

"It is evident," he concludes, "that there is now a thorough understanding on the part of the public that this is an assault upon law and order and not an ordinary railroad strike."

Strikers Demand

Wage Raise First

Reject All Proposals of

the Brotherhood Chiefs

Seeking a Compromise

The unanimous refusal of the "outlaw" railway strikers in New Jersey to return to work ended a vigorous effort by representatives of the brotherhoods to settle the strike. The men voted to stay out till they had "definite guarantees" that their demands for higher wages and better working conditions would be granted.

Mayor Hylan and Health Commissioner Copeland will attend a meeting of the strikers at Grandview Hall to-day. A second attempt to reach a compromise will be made at a conference called by Mayor Francis Hague, of Jersey City, in the city hall to-day. Representatives of the brotherhood chiefs and of the strikers will also be present.

The refusal of the strikers to re-

Full Summary of Traffic Conditions On All Railroads Hit by the Strike

Conditions on the railroads running into New York appear as follows:

NEW YORK CENTRAL—Through trains practically normal; suburban traffic slightly delayed. Moving some freight.

PENNSYLVANIA—Through service curtailed 50 per cent; suburban traffic fair, with delays. Practically no freight moved.

NEW YORK, NEW HAVEN & HARTFORD—Through service still tangled; suburban service delayed, but maintained 90 per cent. No freight moved.

LONG ISLAND—No steam trains running; electric service taking care of 90 per cent of commuters with normal schedule. No freight moved.

JERSEY CENTRAL—Through trains curtailed and delayed; commutation traffic demoralized and intermittent. No freight moved.

ERIE—Through trains for points west of Port Jervis running fairly well; no suburban traffic except "Indignation Specials." Moving coal.

LACKAWANNA—Very few through or commutation trains running; ten "Indignation Specials" will arrive this morning. No freight moved.

WEST SHORE—Fairly good passenger service; freight movements curtailed.

LEHIGH VALLEY—Through trains running, some consolidations and delay. Very little freight moved.

BALTIMORE & OHIO—Many trains running from Pennsylvania Station annulled and delayed. All freight and passenger lines on Staten Island suspended. No freight moved.

HUDSON TUBES—Still idle; new crews being trained, but no indication when service will be resumed.

FERRIES—All lines running more than the normal number of boats; no vehicles carried during rush hours.

Some work came after about six hours' debate on the report of their committee on the conference held in the Jersey City City Hall yesterday between the mayor, the brotherhood chiefs and the strikers' committee. Following the conference steps were taken by Mayor Hague to have the workers' demands brought before the new Federal Labor Board at the earliest possible moment.

The action of the men was a bitter disappointment to the brotherhood leaders. Timothy Shea, acting chief of the Brotherhood of Engineers and Firemen, speaking for them all, had said after Mayor Hague's conference that he was hopeful of immediate results and more optimistic than he had been in the last forty-eight hours. The compromise he had urged on the men was that they go back to the jobs and permit their demand to be handled by the brotherhood officials through channels provided in the transportation act.

Failure also attended Mr. Shea's efforts at a meeting of his brotherhood held at the City Hall Armory in Hoboken. This meeting lasted all day, and at its close he said that while some progress had been made actual conditions had not been greatly changed. The meeting will be resumed at 10 o'clock this morning, with representatives of the trainmen also present, and will be continued indefinitely. Mr. Shea declared he had strong hopes of reaching a solution before nightfall.

It was learned unofficially that one of the many stormy scenes in the meeting grew out of the presence of some members who had joined the "rebel" organization. A motion was said, was made to exclude them. The motion was vigorously debated. But the "outlaws" were not elected. Often loud voices could be heard in the armory, and there was frequent applause.

Shea Too Optimistic
The executive committee of the strikers, in announcing the result of the vote, declared Mr. Shea was entirely too optimistic in his statement on the conference and that he was wholly responsible for the false impression that the men would return to work. The committee reported receiving a letter from Commissioner Copeland asking them to assist in checking the milk and food shortages and announced they were now assisting in moving milk trains and had taken up the matter of moving food. Their representative they said, brought back from Dr. Copeland the word that he and the Mayor would attend to-day's meeting.

Shea's Statement
Mr. Shea issued the statement regarding the results of the conference, all of the others present refusing to discuss it. The statement follows:

"This conference was called by Mayor Hague and there were representatives present from the striking employees and representatives of the brotherhoods, including Mr. Griffing, Mr. Dodge and myself, to discuss the present situation. As an officer of the organization, and speaking for the transportation organizations, I urged and requested the strike committee to return to their hall, and there to press upon the men to return at once to their former positions and to permit the regular organizations to handle the wage questions in accordance with the transportation act of 1920—the Esch-Cummings law, which provides for a board to consider such questions.

The conference at the Jersey City hall began at 11 o'clock yesterday morning and did not break up until after 11 o'clock. It will be called together again when the strikers' committee is prepared to report back on the results of the discussion with their organization. There were twelve of the committee at the conference, which was held in the office of the Commissioner of Public Safety.

Edward McHugh is chairman of the committee and J. F. Connolly secretary.

President Wilson and request him to advise you of the approximate date on which the Labor Board will be ready to function.

"This is in order that they may pass on the propositions involving the rates of pay and conditions of employment of the railroad employees, in order to dispose of the serious situation that confronts us at the present time."

Following the conference, Mr. Shea was asked about the rumors that the brotherhoods were secretly backing the strike.

"That is distinctly and emphatically a lie," he said. "I know it is being said and that it is influencing the strikers, but there is absolutely no truth in it. We realize the strikers have real grievances, but they have taken the wrong way to get them redressed. They have broken their contracts, and the brotherhoods will none of them countenance any such movement in any way. We are doing all we can to get the men back to their places and we will do all that we can have ever been able to do."

When asked to what extent the I. W. W. propaganda had figured in the strike movement here he hesitated for a moment.

There was undoubtedly a strong I. W. W. influence in the origin of the strike in Chicago," he replied. "The speeches there and the methods of work all show the I. W. W. hand. Of course the strike here is an outgrowth of that. And wherever you find the attempt to organize a single union in place of the crafts unions you can be sure that there are I. W. W.'s behind."

But I want to say this for the men here: they are not the same kind of men as the I. W. W. men. They are honest, hard-working Americans. They have been misled, but there is not a shadow of a doubt of their loyalty. They proved that through the way they have been misled. The element which is usually found in radical movements. And I believe that now that they are getting the facts of the situation they will go back to work promptly.

"These men have a real grievance. They are not getting a living wage. Their families are actually suffering. Their wages have not risen as fast as the cost of living. And there has been delay after delay in getting a hearing on their demands. This situation really dates from last summer, when the sixteen railroad unions formulated demands and the President promised that if the cost of living was not reduced he would see that that cost was made the basis for a new wage scale. "Since then there have been the delays over the passage of the transportation act and the failures of unofficial boards to agree. It is only to-day that the Labor Board, which is to hear this matter, has been appointed. That means that there has been nearly three-quarters of a year delay in getting justice for them. They have been rendering loyal services all the while, in spite of that."

Mr. Dodge, of the trainmen, also declared the majority of the strikers are not in any way revolutionary, though admitting the suspicion that they are now on an illegal strike.

Department of Justice agents have been unable to discover any I. W. W. workers behind the strike, though they have found some radicals involved in it, according to Alfred Frankel, in charge of the investigation, in place of Frank Stone, who is ill.

We find no proof of I. W. W. in the strike," he said. "Of course there are a few radicals, as you would expect in any strike, but so far we have found nothing to show that there is concerted action in calling the strike."

Railroad officials, however, declare that their information points strongly to the presence of I. W. W. workers. "The strikers in their meetings are acting very much more excitedly and wildly than they ever do in the brotherhood meetings," said one such official. "Their leaders are the same as they were in the Haywood and Foster strikes, and they are making the same kind of speeches. You know what has happened to their strikes. They were all failures."

"This is very much the same kind of thing that Debs tried and failed at in 1894," said another railway official. "The attempt to organize a single union to take the place of the brotherhoods is the trademark of all these semi-revolutionary strikes. Debs succeeded in tying up Chicago far more seriously than these men have tied up New York, and before it was over the state militia fell down on the job. President Cleveland sent Federal troops to see that malis were not stopped. That strike failed completely and Debs's union vanished forever."

Mayor Griffin of Hoboken addressed a meeting of strikers at the City Hall Armory there, declaring that he had been unable to find out the reason for the strike and that the public was equally mystified.

"With every legitimate aspiration of thing I am in hearty sympathy," he declared. "But I would like to have you remember that if this situation becomes serious it will be the workers and the workers' families who suffer, not the men who sit in swivel chairs."

"I would be glad to do anything to help in a solution of your difficulties. I know that the cost of living has risen disproportionately, and I am not only a firm believer in the workingman getting a fair return for his labor, but also enough to enable him and his family to live decently and well."

Summary of Rail Strike, Its Cause And Progress Since Walk-Out April 2

Began on April 2, with strike of 700 switchmen on the Chicago, Milwaukee & St. Paul Railroad and the Chicago Junction Railroad, in Chicago, tying up the stockyards.

Immediate cause of walk-out was demotion of John Granau, conductor, head of the Chicago Yardmen's Association, the "outlaw" organization in revolt against the Switchmen's Union of North America and the Brotherhood of Trainmen.

Spread to 25 railroads, embracing 10,000 men by April 6. Number of strikers augmented to 40,000 by spread of the strike throughout the East, April 7.

Direct causes and names of country-wide movement kept a mystery. I. W. W. believed responsible.

Later statement issued by strikers indicated object of walk-out was formation of "one big union," under the name of "The United Railroad Workers of North America," and embracing all trades and crafts in the railway industry. Wage demands also were made.

Fight, then resolved itself into one between the Railroad Brotherhoods and A. F. of L. on one side and the new organization on the other.

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"We further demand that the system of physical examinations be abolished after applicants have passed a preliminary examination. Any employee who fails to pass the prescribed color test shall be given a field test, and if he fails to pass the field test he shall be retained in the service in any capacity that his physical condition will enable him to perform, and at the same rate of pay that the applicant received in his former position."

The new demands also include one for a 60 per cent increase in pay, from June 1, 1919, for clerks, station and express employees, with an eight-hour day, time and a half for overtime, one day a week off with pay, two weeks' vacation with pay, and present pay to be changed to an hourly basis, figured on 300 eight-hour days.

The strikers are preparing statistics to back up their assertions, and are taking into consideration "the rate of wages paid for similar work in other industries, the relation between wages and the cost of living, the hazard of employment, training and skill required, degree of responsibility, character and regularity of employment, inequalities in wages or treatment and the result of previous wage orders or adjustments."

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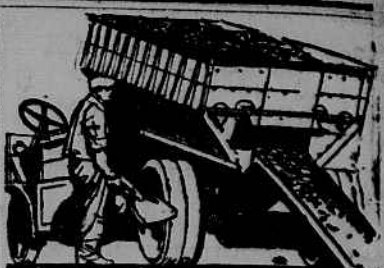
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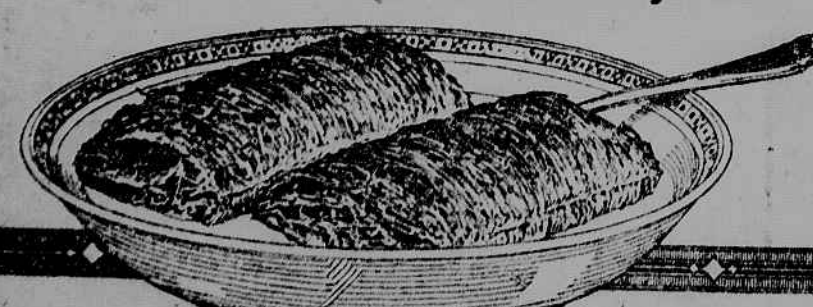
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